

25X1

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Merseburg Airfield

25X1

EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 2 September 1954REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS
This is UNEVALUATED

1. The following air activity and aircraft were observed at Merseburg airfield between 7 July and 1 August 1954:
- 7 July. Between 1000 and 1200, a MiG-15 marked by the No 603 made local individual flights over the field. There was a closed ceiling at an altitude of about 200 meters. 25X1

9 July. Between 0900 and 1530, only a few take-offs were made. The weather still was unchanged. 25X1

10 to 13 July. No air activity was observed.

14 July. Between 0930 and 1600, flights in elements of two were made for 20 to 30 minutes duration. After a long period, diving was again practiced. The MiG-15s and U-MiG-15s involved flew with and without auxiliary fuel tanks. 25X1

15 July. No air activity was observed. There was a closed ceiling.

16 July. There was air activity in formations of four. The sky was 6/10 overcast. 25X1

17 to 19 July. No air activity was conducted.

20 July. Air activity was conducted only in the evening. The weather was cloudless.

The aircraft made local individual flights of 5 to 10 minutes duration at irregular intervals. They had their position lights lit. When the landing gear was extended, two white lamps were seen under the aircraft. No landing lights were observed. The usual obstacle lights were in operation and the flying lane was illuminated by eight searchlights radiating their beams lateral upward and by the usual flare path. The runway was illuminated by a searchlight. About 200 meters east of this searchlight was a red identification beacon with the beacon signal "MS". The aircraft approached at an altitude of about 150 meters at a distance of about 2 km from the end of the runway. They came in at a regular gliding angle while slowly throttling down the engine or opening the throttle for the landing. 25X1

22 July. Between 0830 and 1200, only two or three individual flights were made.

23 July. At nightfall, individual flying was practiced by 6 or 7 MiG-15s and U-MiG-15s. 25X1

CLASSIFICATION ~~SECRET~~

25X1

SECRET

- 2 -

25X1

24 to 26 July. No air activity was conducted. There was a closed and low ceiling.

27 July. Individual flights were made by MiG-15s and U-MiG-15s. The weather was favorable. 25X1

28 July. Throughout the day, only a few flights were made. The sky was 2/10 overcast. After 2045, night flying was again practiced.

There was a closed ceiling at about 1,000 meters. From 2030 until after 0300, night flying was practiced. Approximately every five minutes, an aircraft took off and made a local flight of about 4 minutes duration.

31 July. A few take-offs were observed.

1 August. Between 1000 and 1200, maintenance work was being done on all the aircraft parked on the landing field. A total of 16 MiG-15s and U-MiG-15s were counted. 2

2.

1. Comment. Between late May and early June 1954, most of the MiG-15s of the fighter regiment in Wersburg were apparently absent from the field. Their temporary location could not be determined. Since early July, about 17 MiG-15s have again been observed at the field.

2. Comment. The AA gun emplacement has repeatedly been reported. 25X1

3.

NODEX

25X1

25X1

25X1

25X1

25X1

SECRET